

BRAND ROOSEVELT AS PUBLIC ENEMY

(Continued From First Page.)

Present at the dinner. In his address Colonel Roosevelt, after referring to the good work being done by Mother Mary Paul, an American nun at one of the Catholic missions in Africa, asking that the Catholics in the United States take an active interest in this particular mission, said:

"There is no other country in the world where Catholic and Protestant get on as we do here, each treating the other on the basis of our common citizenship and judging him not as to how he worships his Creator, but on his conduct toward his fellow men and on his own worth as a man. We must never permit anything to make us deviate from this standpoint."

Colonel Roosevelt went to his car after the dinner. He is to spend tomorrow in making campaign speeches in Indiana for Senator Beveridge, who seeks re-election.

HENRICO CASE FAILS

Writ of Error Refused in Damage Suit on

Final disposition was made of a Henrico county damage suit yesterday by the Supreme Court of Virginia when a writ of error was refused to Ernest Anderson, a minor, who sued, by his next friend, R. W. Anderson.

It appears that Anderson, sixteen years old, was employed by the Old Dominion Development Company, which is engaged in coal mining at Dayton, in Henrico county. When the accident occurred the concern was building a coal breaker and trestle approach and Anderson was ordered to go on the sloping roof of the breaker, ninety feet from the ground, to spread tar. He demurred, but the foreman, it is stated, told him the situation would be made safe.

Anderson was forced, he says, to walk backward, spreading the tar in front of him, and finally stepped off the roof and to the ground. He sustained a fracture of the left leg, his right ankle was broken, his hands and wrists injured, and his collar-bone broken.

He sued the company in the Circuit Court and was given \$1,000 damages. This verdict was set aside by that court and a new trial granted. When this came up no evidence was submitted and a verdict was found for

the defendant company. This latter decision is now affirmed.

The defendant claimed that Anderson was not employed by it, but by an independent contractor.

EXAMINING OYSTERS

Rocks to Be Surveyed for Examination of Sanitary Conditions.

Two of the experts of the State Health Department left yesterday for the oyster grounds in the vicinity of Norfolk for the purpose of making a sanitary survey of the oyster rocks. This action is taken at the request of tongs and packers in Tidewater, who express themselves as anxious to have the oystermen in aiding them to market their product, and they now desire to have the results of that survey reaffirmed by additional inspection.

INSPECTS HARBOR

James River Improvement Committee Holds Meeting on City, Tuesday

At a meeting of the Committee on Improvement of James River, held on board the city tug Thomas Cunningham, Sr., yesterday afternoon, plans for the proposed new city wharf were discussed. Present on the tug were members of the Council Finance Committee and invited guests. The question of the date and dredging the harbor was also taken up, though no definite action was taken. The tug left the wharf promptly at 5 o'clock, returning to the city about 5 o'clock.

the new coal road in the Southwest, is left at \$18,000 per mile, since it is as yet doing little business. The Virginian, which is in the same condition, is increased from \$12,000 to \$18,000 per mile.

B. & O. Roads Raised.
The Valley Railroad of Virginia draws a jump from \$7,000 to \$8,000 per mile. The other branches of the Baltimore and Ohio in this State, none of which is regarded as standard, are raised to \$15,000 per mile, the Winchester and Potomac from \$10,000, and the Winchester and Strasburg from \$9,000 per mile.

The Richmond, Fredericksburg and Potomac Connection Company, the short line in this city between the Elba and Byrd Street stations, is assessed as before, at \$61,000. It is 1.21 miles long, and is said to be rated higher for taxation than any other piece of railway property in the world.

The Louisville and Nashville, which runs 62.93 miles from Norton to the Kentucky line, gets a raise from \$12,500 to \$18,000 per mile. The Virginia and Southwestern, which operates the road from Bristol to Appalachia and to the St. Charles coal fields in Lee county, about 100 miles, is left at \$10,000 a mile.

The Franklin and Pittsylvania branch of the Southern is left at \$8,500. This is the line which the Southern has made desperate efforts to give away, offering a cash bonus with it. The West Point division stays at \$9,000 per mile. The Richmond and Mecklenburg division, which runs from Keyville to Clarksville, remains at \$9,000 and the Richmond and Danville division at \$15,000, while the Clarksville and North Carolina gets a boost from \$8,000 to \$9,000 per mile.

Big Increase.
A good sized rise is given the Cumberland Valley and Martinsburg, from \$1,000 to \$15,000, or 50 per cent, for its nine miles in this State. The Danville and Western has an increase from \$5,000 to \$7,000.

A high valuation is put on the Delaware, Maryland and Virginia, on the Eastern Shore. This is raised from \$15,000 to \$20,000 per mile. However, it will not seriously hurt the road's treasury, since it only has two-thirds of a mile in this State.

The equipment assessment cannot be given in detail, but most of it is automatic, representing the natural growth in business.

Adding it all up, it is found that the total property assessment against steam railroads in Virginia this year is \$105,262,003, an increase of \$17,822,564 over last year.

This will yield a property tax of \$268,419.26, a gain of \$62,379.78. The new franchise tax, which is automatic and not dependent on the recent assessments, will produce this year \$58,690.02, an increase of \$82,788.77. The total State tax from steam railroads will therefore be \$339,019.28, or \$145,258.55 more than last year.

Other Corporations.
In the table which follows the new assessment is shown on the property, and for license and franchise, of canal companies, telegraph and telephone



Baylor-Yarborough Co.,

207 East Broad Street

You Must Come and See the 150 Suits That Have Just Arrived

Consisting of Worsteds, Broadcloths and Serges. The materials for these Suits were bought greatly under the regular price, and ordinarily these Suits would sell for from \$22.50 to \$32.50.

The styles are very attractive. These garments will be sold at the special price of \$14.95.

35 Sample Suits

We also have 35 Sample Suits, fresh from the style centres—exquisite in every detail. We are offering one-third off of the regular price on these garments and selling them at the very low price of

\$22.50

Beautiful Evening Dresses

You will find here a wonderful showing of Beautiful Evening Dresses, introducing the latest designs in hobble, modified hobble and Parisian effects. There are many exclusive and beautiful styles not shown elsewhere.

Don't delay seeing these creations that are arriving daily. You have the widest range of styles and fabrics to choose from.

BAYLOR-YARBOROUGH CO.,

207 East Broad Street.

Charming Evening Coats, \$12.50 to \$69.50

Each day's express is swelling this department with the latest ideas, fresh from the style centres of the world—the richest colors that we have ever been fortunate enough to secure. An exceptional showing at

\$32.50

Fur Coats

Russian Pony Express seem to be in popular favor. We have some beauties from \$47.50 to \$97.50.

News of South Richmond

South Richmond Bureau,
The Times-Dispatch,

George W. Blankenship, High Constable of the Southside, has been arrested, charged with abusing and threatening Mrs. M. L. Andrews, while in the act of serving a process of attachment upon her. The case came up in Police Court yesterday morning, but was continued until tomorrow on account of an important witness failing to appear. D. L. Pulliam, counsel for Mrs. Andrews, requested that the proceedings be postponed because of the illness of the only witness for his client. Justice Maurice said that he was disposed to hear the case at once,

but consented to the postponement.

Appointed Sergeant-Major.
Waverly W. LaPrade, county surveyor of Chesterfield county, and a resident of South Richmond, has been appointed by Major T. M. Wortham, commander of the First Battalion of Field Artillery, to the rank of sergeant-major of the battalion.

Sergeant-Major LaPrade was graduated from the Virginia Military Institute in the class of 1904. In his last year there he served as cadet quartermaster, and was popular among his classmates. Following graduation he was appointed as subprofessor, and taught engineering and other branches of study.

Mr. LaPrade is from Otterdale. His brother was the former city engineer of the old city of Manchester.

Pretty soon, under the direction of Rev. J. C. Miles, pastor of the Clifton Street Baptist Church, a public night school will be opened in Swansboro as a means of education for children who are unable to attend school during the daytime. Encouragement has been received upon all sides, and it will not be long before the school will be started.

Although the population of Swansboro is not quite equal to that of South Richmond, yet there are many working children in Swansboro who have little opportunity to attend school.

Notes About Town.
The Industrial Chapter of Meade Memorial Church will have a sale of home-made cakes, pies, bread, etc., at Ullman's store the day before Thanksgiving, November 24.

Mrs. Marsdon, of Toano, is the guest of Mrs. R. C. Broadus for several days.

H. V. Baldy, who has just returned from a trip abroad, is visiting Mr. and Mrs. R. C. Broadus for a few days. He is en route to his home in North Carolina.

After an extensive trip North, in which they stopped over at several large cities, Mr. and Mrs. Clarence H. Hinnant have returned home.

Mrs. Charles Lee and Mrs. Charles Vannoy and children, of Greensboro, are the guests of Mrs. J. T. Jewett.

Nelson Phillips, the youngest son of Mr. and Mrs. S. P. Phillips, is confined to his bed with diphtheria at the home of his parents, 1405 Porter Street.

Miss Shields Hatcher and Mrs. Lella A. Friend, of Chester, spent last Monday in South Richmond.

Mrs. P. H. Powells and daughter, Miss Cox, of Winterpark, spent a few days ago, after a most pleasant visit at the home of Mrs. Mary L. Overton.

Mr. and Mrs. Kemp, of Houston, Halifax county, are the guests of Mrs. Douglas T. Davidson.

Mrs. Horace Brown and Miss Annie Robertson, of Grewe, who have been the guests of their aunt, Mrs. J. A. Williamson, returned home a few days ago.

Harvey Stone, of North Carolina, is visiting J. P. Loving, of 1116 McDonough Street.

BIG INCREASE IN TAXABLE VALUES OF RAILROADS

(Continued From First Page.)

basis for assessment, inasmuch as a large part of this consists of stock, much of which has practically no market value, and most of which is worth less than par.

The principal difficulty has been to ascertain the amount which should be excluded on account of the franchise tax of one per cent on the gross receipts. If it is figured so as to represent property taxed at the rate of 35 cents on the \$100, as is visible property, and if there is added the property tax as assessed for this year, the result would show an amount largely in excess of the "commercial" value of the roads.

Highest of All.
Concluding, the commission makes the startling assertion that "it is believed that railway taxation in Virginia is greater per mile than in any State in the country having the same density of population, with railroads of similar construction and having no larger volume of traffic, and that the impression that the railroads in this State are not bearing their just proportion of the public burden is clearly erroneous, and that a fair and intelligent investigation of the facts will convince any impartial mind of this fact."

The \$20,000 per mile rate for single track roads, and \$30,000 on double track applied to the following roads: Atlantic Coast Line, Norfolk and Western, Seaboard Air Line, New York, Philadelphia and Norfolk; Southern, Washington Southern, and Chesapeake and Ohio. The Washington Southern is assessed \$110,000 additional, as before, for its Potomac yards property.

The Carolina, Clinchfield and Ohio,

Delicately Formed

and gently reared, women will find in all the seasons of their lives, as maidens, wives and mothers, that the one simple, wholesome laxative remedy, which acts gently and pleasantly and naturally and which may be taken at any time, when the system needs a laxative, with perfect safety and really beneficial effects, is Syrup of Figs and Elixir of Senna.

It has that true delicacy of flavor which is so refreshing to the taste, that warming and grateful toning to the stomach which responds so favorably to its action and the laxative effect which is so beneficial to the system when, occasionally, its gentle cleansing is required.

The genuine, always bearing the name of the California Fig Syrup Co., may be purchased from all leading druggists in original packages of one size only, price fifty cents per bottle.

PIANOS

The world's famous Pianos—four of them this week, used a short time, as low as

\$150

**Lee Fergusson
PIANO CO.**

119 East Broad.

Expert Tuning. Phone 622-L.

Can Cancer Be Cured?

IT CAN.
We want every man and woman in the United States to know what we are doing. We are curing Cancers, Tumors and Chronic Sores without the use of the knife or X-ray, and are indorsed by the Senate and Legislature of Virginia. PHYSICIANS TREATED FREE.

We Guarantee Our Cures.

Kellam Hospital,
1617 West Main Street,
RICHMOND - - - - VIRGINIA

Ladies' \$3 High-Cut Shoes

Gun metal and patent colt.

\$2

Porter's Specialty Shoe Store,
215-217 North Fifth Street.

Sauer's
THE BEST FLAVORING EXTRACTS
AT YOUR GROCERY STORE

companies, express companies, steamboat and steamship companies, and sleeping, parlor and dining car companies. The latter own no property in Virginia, but are licensed according to statute.

No report is made as to electric railways, since under the law there must be a separation of that part of their property used in conducting light, heat and power business. When this calculation is completed there will be shown an increase in this branch also.

Being this year for the first time under the control of the State Corporation Commission, the valuations on light, heat and power companies and gas and water companies are not yet complete.

The total tax to be realized by the State this year from the public service corporations given in the table is to be \$991,518.84, an increase of \$163,488.80 over last year.

Text of Statement.
The statement issued by the commission in connection with its assessments follows in full:

"On the twenty-third day of October, 1907, the commission denied the motion of the Attorney-General to inquire into the assessments for taxation of certain railway property in Virginia at that time because of the business panic then prevailing and for other reasons stated in the opinion. (Report 1907, page 135.)

"We have now determined for the current year to increase the assessments of the roadway and tracks (exclusive of the value of other visible property) of the main lines of the standard gauge in Virginia from \$10,000 to \$20,000 per mile for single tracks, and from \$22,000 to \$30,000 per mile for double tracks.

"The subject of the assessment of railway properties in Virginia is one to which the commission has given a great deal of consideration. By reason of the fact that in assessing the value of visible property of the railways for taxation, by the express requirements of the Constitution, the value of the franchises must be excluded, and the franchise presented is a most difficult one. However difficult it may be, it is the duty of the commission in making such assessments of the visible property of the railways to except the value of such franchise. The Constitution and laws are so written, and must be obeyed.

Commercial Value.
"The last annual attempt to ascertain the 'commercial value' of the railroads in Virginia was made by the United States Department of Commerce and Labor, Bureau of the Census, in 1904, and the results of that effort are published as Bulletin No. 21. From that document it appears that the 'commercial value' of all railroads in Virginia was estimated at \$211,315,000.

"The total capital stock funded debt and other obligations of the railroads in Virginia, as reported on a mileage basis, amounts to \$423,000,000 in round numbers, and some have assumed that this \$423,000,000 is the fair value of the railroads. That sum, however, includes \$181,000,000 of stock, little of which is worth par, much of which is quoted in the market at much less than par, and much is not quoted at all, and is either worthless or of nominal value, as well as the aggregate of the railway bonds, many of which are quoted below par, and some of which are uncallable. So that it is perfectly apparent that such aggregate of capital and obligations afford no proper basis upon which to assess values. If such aggregate of stock and bonds should be scaled to the aggregate market value thereof, it would afford some evidence of the present commercial value of the property, though such aggregate would greatly vary with the violent fluctuations of the stock market. Even, however, after being so scaled a still further reduction of the amount thus ascertained is assured by the taxation under the Constitution and laws of Virginia, should be made by excepting the value of the franchise.

The fact that the Constitution requires the franchise to be excepted, appears to be persistently overlooked. If from the fair market value of the stocks and bonds we can find a sum which fairly represents the value of the franchise, and deduct it from such market value, we believe that the remainder will fairly represent the value of the roadways, tracks and other visible property, which it is the duty of the commission to assess for taxation. Now the value of the franchise is certainly a part of the commercial value of a railroad, and was included in the total commercial value in 1904 of \$211,315,000, above noted, so that the assessments made by the commission of the visible property of the roads, exclusive of the franchise, must be less than such commercial value, by the express mandate of the Constitution.

Value of Franchise.
"The franchise, however, as is well

STATEMENT SHOWING THE ASSESSED VALUE OF PUBLIC SERVICE CORPORATIONS BY THE STATE CORPORATION COMMISSION AND THE TAXES EXTENDED THEREON FOR THE YEAR ENDING JUNE 30, 1910.

(Exclusive of Electric Railways, Light, Heat and Power and Gas and Water Companies.)
AND ALSO STATEMENT SHOWING INCREASES IN THE PROPERTY VALUE AND TAXES, AS COMPARED WITH 1909.

	1910. Assessed Value.	1910. Property Tax.	1910. Franchise Tax.	1910. License Tax.	1910. Total State Tax.
Steam railroads	\$105,262,003 00	\$368,419 26	\$530,000 02	.....	\$898,419 28
Canal companies	403,172 00	1,411 10	799 03	.....	2,211 03
Telephone and telegraph companies	2,750,470 17	9,058 01	.....	.....	\$9,058 01
Express companies	85,042 00	297 63	.....	.....	26,620 62
Steamboat and steamship companies	1,253,701 00	4,388 27	.....	.....	\$3,120 42
Sleeping, parlor and dining car companies	.....	.....	5,433 58	.....	5,433 58
Total	\$109,764,138 17	\$384,174 27	\$531,300 05	\$75,075 12	\$991,518 84

INCREASE.

Steam railroads	\$17,822,564 00	\$62,379 78	\$82,878 87	.....	\$145,258 65
Canal companies	3,398 00	11 50	148 80	.....	160 69
Telephone and telegraph companies	137,497 81	481 23	.....	\$ 3,265 77	3,747 00
Express companies	14,477 00	50 65	.....	13,026 75	13,077 40
Steamboat and steamship companies	60,837 00	213 28	.....	275 08	488 26
Sleeping, parlor and dining car companies	.....	.....	755 80	.....	755 80
Total	\$18,039,113 81	\$63,136 83	\$83,027 07	\$17,324 30	\$163,488 80

*Includes \$320,150 assessed value of lumber and milling railroads. (Income tax.)

Figures for electric railways have not been formulated because of the new law requiring the separation of that part of the property of electric railways used in conducting the light, heat and power business, but when such figures are formulated they will show a substantial increase.

known, is subject to a State tax and

is reached by the imposition of a tax of one per cent of the gross transportation receipts in Virginia. This tax for the current year amounts to \$30,287.80. How to ascertain the amount which should be excluded on account of this franchise value, is certainly difficult. No rule that is entirely satisfactory has ever been formulated. Two rules have been suggested as the proper method of determining the value of the franchise. One, the capitalizing the amount realized from it at the rate of 5 per cent, the other, capitalizing it at the average rate, State and local. Without committing ourselves to either of these rules, it appears that if the franchise tax, which for the current year is \$30,287.80, should be capitalized so as to represent property taxed at the rate of 35 cents per hundred dollars, it would amount to \$151,510,800, and if this sum be added to the aggregate assessment of visible property of the railroads in Virginia for the current year, namely, \$104,942,474, it would show as the total value of the property of such corporations in Virginia the sum of \$256,453,274, which is \$45,138,274 in excess of the commercial value of the roads in Virginia, as ascertained in 1904 through the Department of Commerce and Labor of the United States, above referred to.

The average value of the four long-

est roads in Virginia thus ascertained, would be \$67,937 per mile. The average of all railroads in Virginia, including the cheapest and shortest lines, thus ascertained, would be \$57,947 per mile.

The subject is an interesting one, and those who desire to inform themselves further about it, are referred to the response of the State Corporation Commission to a joint resolution of the General Assembly of Virginia, transmitted February 11, 1906, and found on page 44 of part I of the 1906 report of the commission, and also to the opinion of the commission pronounced on the 23rd day of October, 1907, in the matter of the motion of the Attorney-General of Virginia to increase railway taxation for 1907 upon certain roads, above referred to. (Report 1907, page 135.)

Higher Than Others.

"It may be seen from the advance sheets of the twenty-second annual report of the Interstate Commerce Commission, at page 32, that the average total tax per mile upon all railroads in the United States for 1909, was \$401. In Virginia it was \$389 per mile, which is the same imposed in Kentucky, materially greater than in any other Southern State except Maryland, West Virginia and Oklahoma. It is also greater than was imposed in Colorado, Idaho, Iowa, Kansas, Maine, Missouri, Montana, Nebraska, Nevada, North Dakota, South Dakota, Vermont,

Wyoming and Arizona. This rate of \$389 per mile last year in Virginia is the average rate covering all lines, and it must not be forgotten that there are many small, cheap lines in this State.

"The larger lines pay a much greater amount per mile. For instance, from the last reports available it appears that the Atlantic Coast Line paid \$434, the Chesapeake and Ohio, \$598; Norfolk and Western, \$517; Seaboard Air Line, \$418; and the Southern, \$291 per mile. It is to be noted in this connection that of that 918 miles of the Southern Railway in this State, 682 miles is made up of lines which are far below the standard of its main line as to construction, equipment, volume of traffic and value.

"It is believed that railway taxation in Virginia is greater per mile than in any State in the country, having the same density of population, with railroads of similar construction, and having no larger volume of traffic, and that the impression that the railroads in this State are not bearing their just proportion of the public burden is clearly erroneous, and that a fair and intelligent investigation of the facts will convince any impartial mind of this fact."

"There should, of course, be the fullest and freest discussion of a question of such vital importance to the people of this State as the question of railway taxation, but there can be no such fair discussion without a fair consideration of the facts here stated, and a recognition of their significance."

CHARMED!

WAS THE EXPRESSION OF HUNDREDS OF LADIES AS THEY PASSED THROUGH OUR ESTABLISHMENT AND VIEWED THE BEAUTIFUL GOODS THAT WE HAD ON SALE. THEY ARE LOVELY GOODS. LADIES SHOULD COME AND SEE THEM.

Notice Prices For the Balance of the Week

Switches

Switches, \$1.50 and \$1.75 value, 98c
Switches, \$3.50 value, short stem, long hair \$2.50
Switches, \$2.50 value \$1.98
Switches, \$5.00 value, short stems, long hair \$3.98
Switches, \$10.00 value \$8.00
Switches, \$15.00 value, short stem, long hair \$10.00
Switches, \$20.00 value, short stem, long hair \$16.00
Switches, Gray, \$5.00 value, extra fine \$3.98
Switches, Gray, \$7.50 value, extra fine \$5.00
Switches, Gray, \$3.00 value, extra fine \$1.98

Switches, Gray, \$10 value, extra fine \$8.00
Switches, Gray, \$12 value, extra fine \$18.50

Chignons

Gray Puffs, what is left of the lot, worth double. \$3.98, \$4.50, \$7.50
Puffs, \$2.00 ones \$1.00
Chignons, \$3.50 ones \$1.50
Chignons, \$5.00 ones \$3.98
Cluster Chignons, \$10 ones. \$7.00
Remember, all Pure Hair manufactured by us.

Rats! Rats!

Rats, 75c ones, washable 50c
Rats, \$1 ones, washable 75c
Rats, 50c ones, washable 25c
Nets, all shades 10c

Nets, all shades 25c
Empress Dyes, the best \$1.00
Dr. Windsor's Shampoo, 50c size, 25c